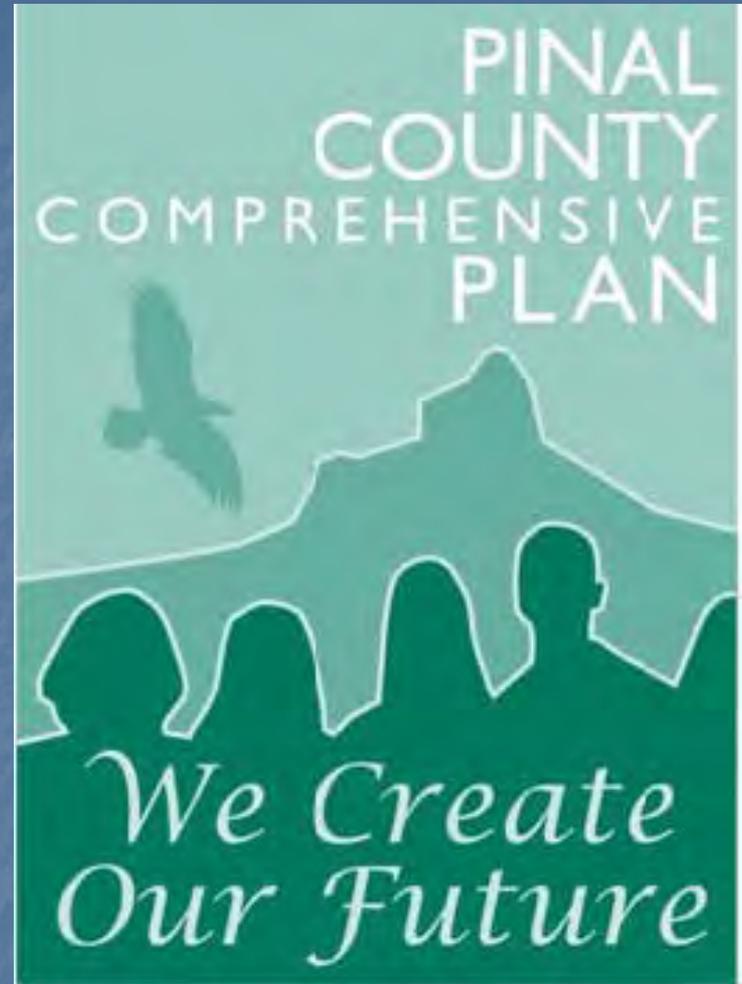


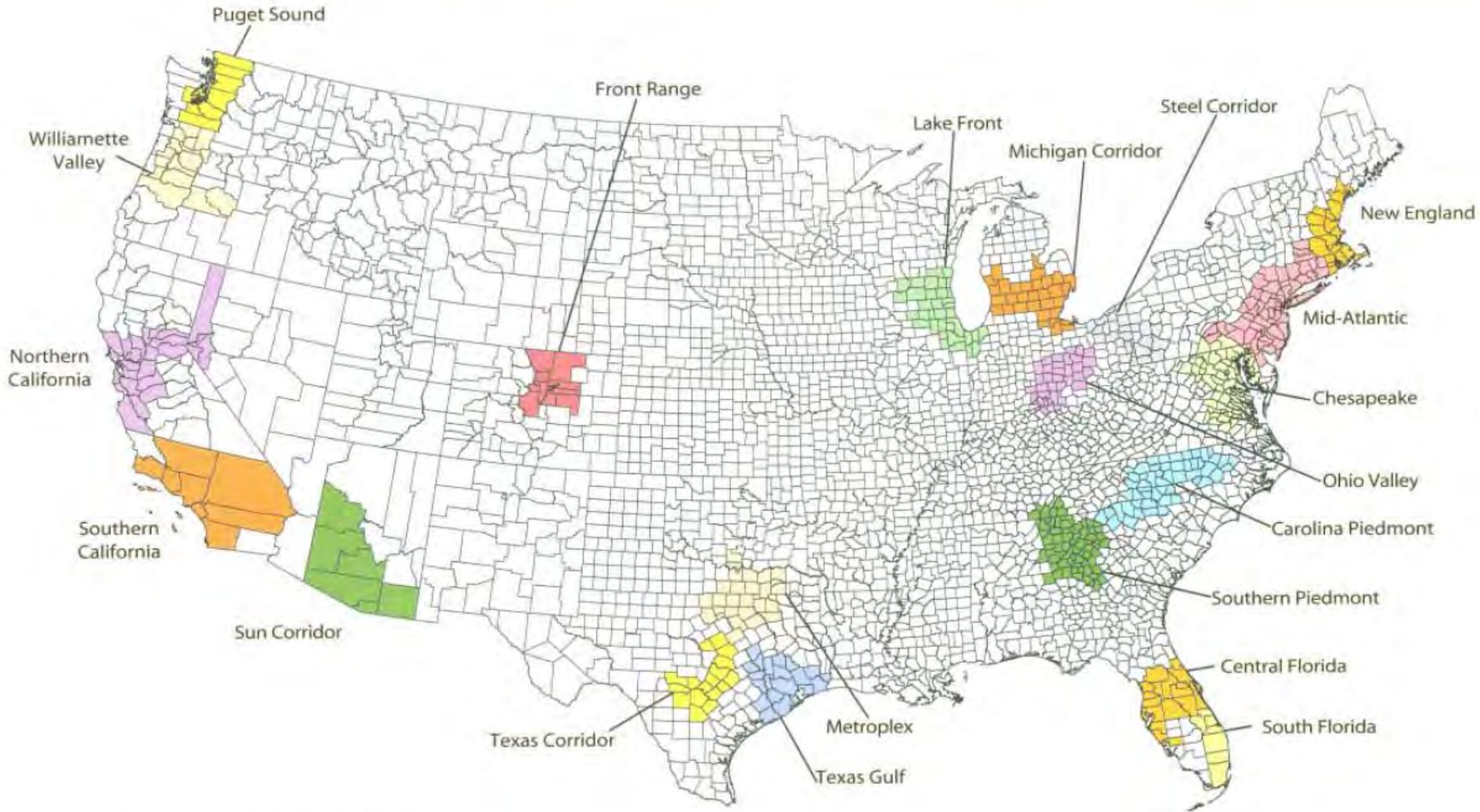
Adopted Comprehensive Plan

Maricopa Association of
Governments
Management Committee
January 2010

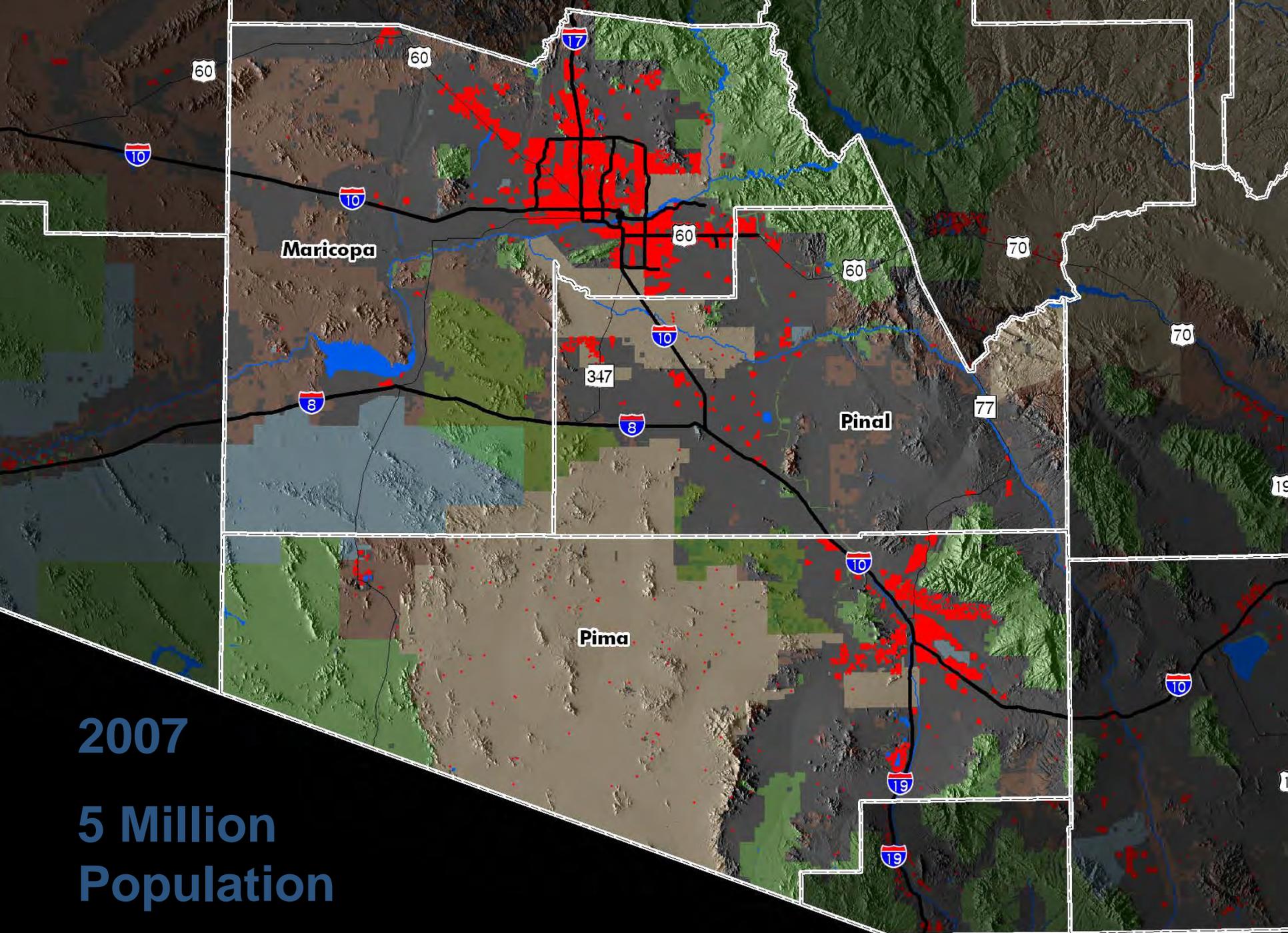


Pinal County
Development Services

a MEGAPOLITAN NATION IS TAKING SHAPE



Source: Metropolitan Institute at Virginia Tech Alexandria.



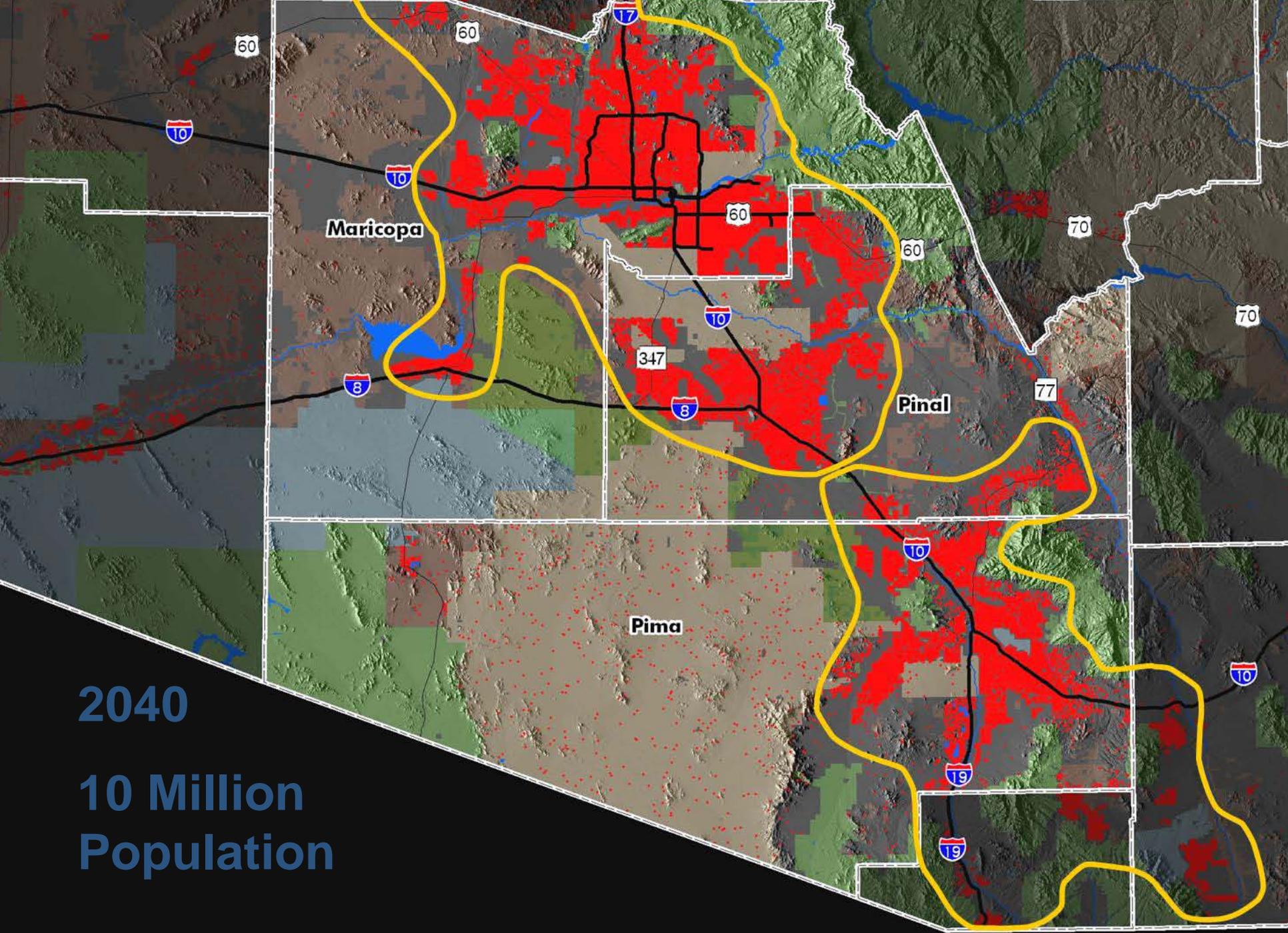
Maricopa

Pinal

Pima

2007

5 Million
Population



2040

10 Million
Population

Pinal County Government Vision

Pinal County government provides progressive and **proactive leadership** in the areas of **economic development**, state-of-the-art technologies, **growth management** and public services to promote healthy and safe communities.

PINAL COUNTY GROWTH PLANNING INITIATIVE



**Funding:
Impact Fees
& Plan Fees
Update**

**Pinal Trails
Plan**

Quality of Life
Noise Ordinance
Landscape Ordinance
Density/Diversity Standards

**Small Area
Transportation
Planning**

**Open Space
Master
Plan**

**Freeway
Corridor
Planning**

**Zoning Code
Update**

**Specific
Area Planning**

**Subdivision
Standards
Update**

**Staffing &
Organization**

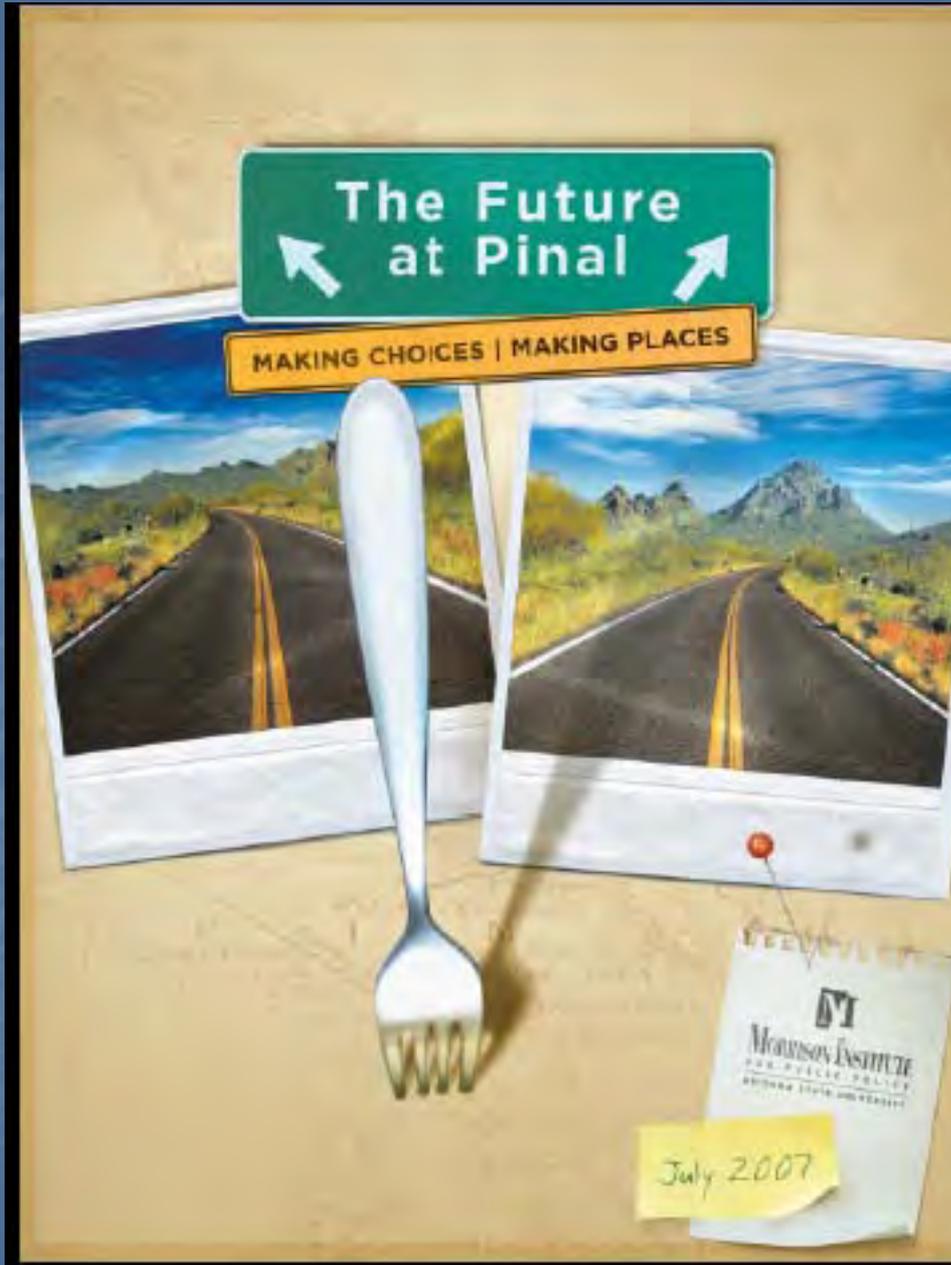
**GIS
ACCLA
Technology**

**Capital
Improvement
Plan**

Environmental
Air, Water
Wastewater
Floodplain/Control

**Population
Demographics
Model**

**Comprehensive
Plan
Update**



The Future at Pinal

What is the Comprehensive Plan?

- Official policy guide for physical development and conservation
- Plan to anticipate and direct growth
- Implementation program

Components of Planning



Community Driven Plan

- Nearly 2,000 people participated in 46 Workshops, Forums and other Events
- Extensive use of website
- E-newsletters and invitations to events to over 2,500
- Worked with existing organizations
- Hundreds of hours of meetings and presentations with groups and organizations, including Development Community

Citizen and
Stakeholder Values



**Open Spaces
and Places**

**Sense of
Community**

**Economic
Sustainability**

*Pinal
Vision*

**Quality
Educational
Opportunities**

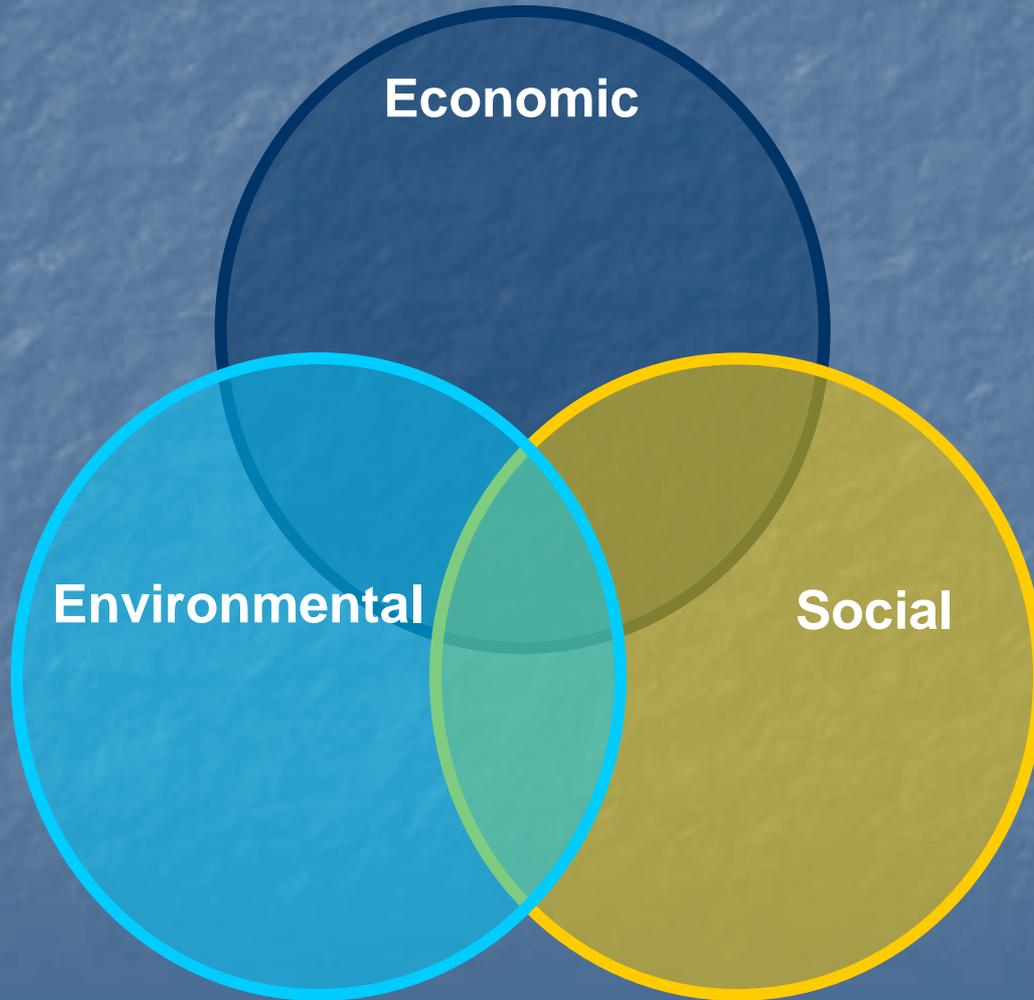
**Healthy,
Happy
Residents**

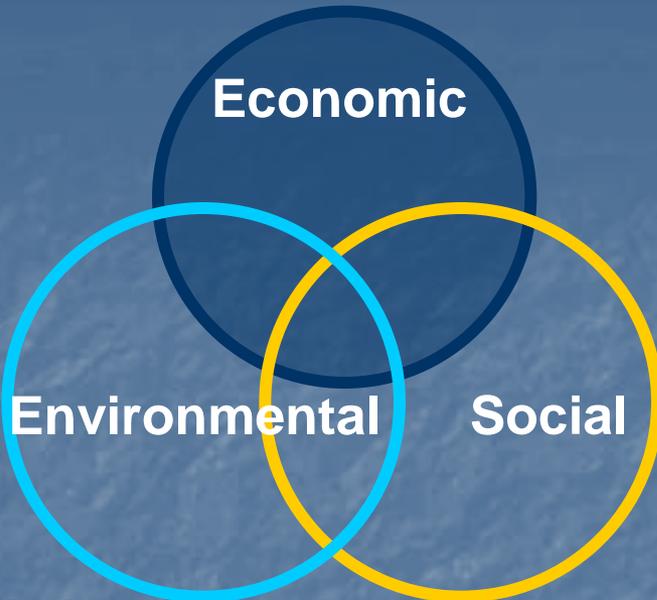
**Mobility and
Connectivity**

**Environmental
Stewardship**

Why is this Plan Unique?

Applied Sustainability Principles





Economic

Environmental

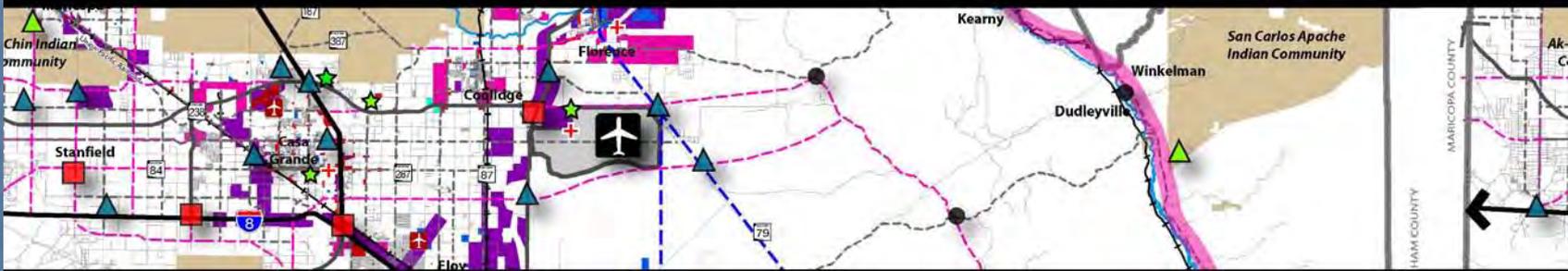
Social

**Economic Development
Element**

Activity Centers

Airport

Economic Development Plan



Economic Issues

- Job growth has not kept pace with population growth: downward trend of the ratio of jobs per capita
- Maricopa and Pima Counties have grown at a similar pace yet have maintained or increased their ratio
- The economic stability of Pinal County hinges upon our ability to increase the jobs per capita ratio from 200 to approximately 500 jobs per 1,000 residents

Economic Issues

- Pinal County as a bedroom community threatens the fiscal and economic sustainability of the County and the quality of life of its residents
- Residential land uses create more expenditures than revenues
- Residential growth, if allowed to continue without balanced employment growth, will eventually strain the County's ability to provide services

Economic Sustainability

- Expanding opportunities for residents to live, work, learn, and play in close proximity promotes long-term economic viability
- Create full range of quality jobs: allow residents to start career, raise a family, and move up instead of out for career advancement
- Reduce commuting outside of the County
 - Lost time from family and community
 - Traffic congestion
 - Less attractive as a residential location

Mixed Use Activity Centers

Low Intensity

Approximately 100 acres with a mix of professional office, commercial, tourism and hospitality uses, as well as medium to high density residential.



Mid Intensity

Approximately 500 acres with a mix of clustered professional office, commercial, tourism and hospitality uses, medical, and medium to high density residential.

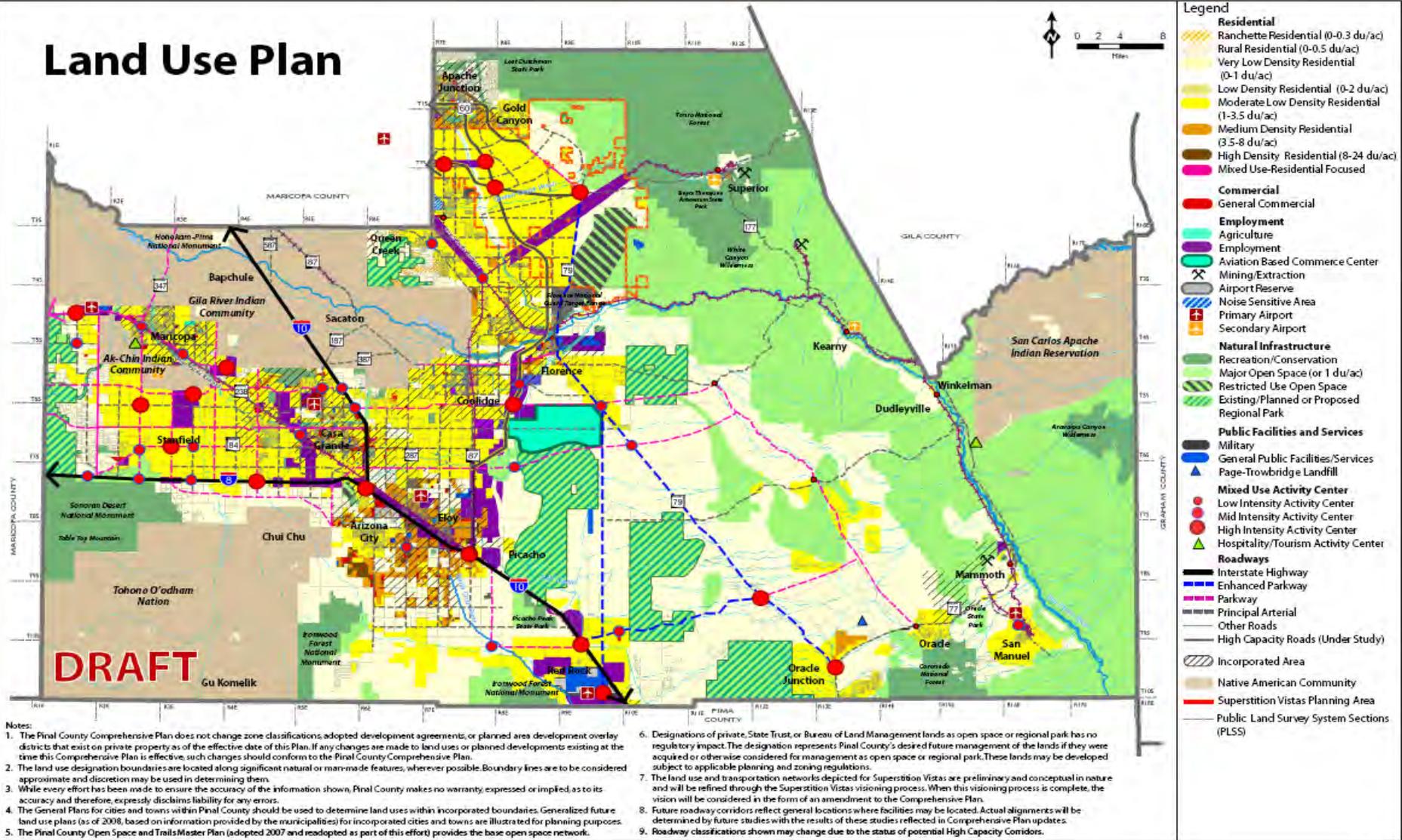


High Intensity

Approximately 1,000 or more acres with a mix of professional office, business parks, and industrial often in a campus-like setting, as well as high and medium density residential.

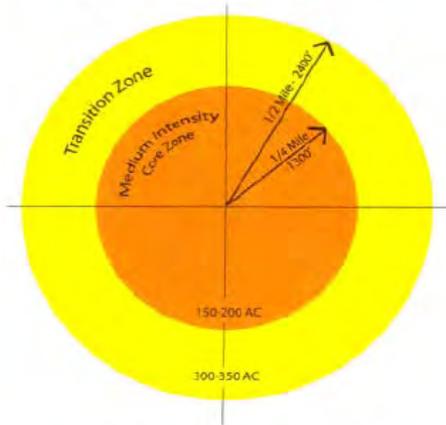


Land Use Plan



Mid Intensity Activity Center

3-14: Mid Intensity Activity Center Development
(Approximately 500 Acres Illustrated)



We Create Our Future: Pinal County Comprehensive

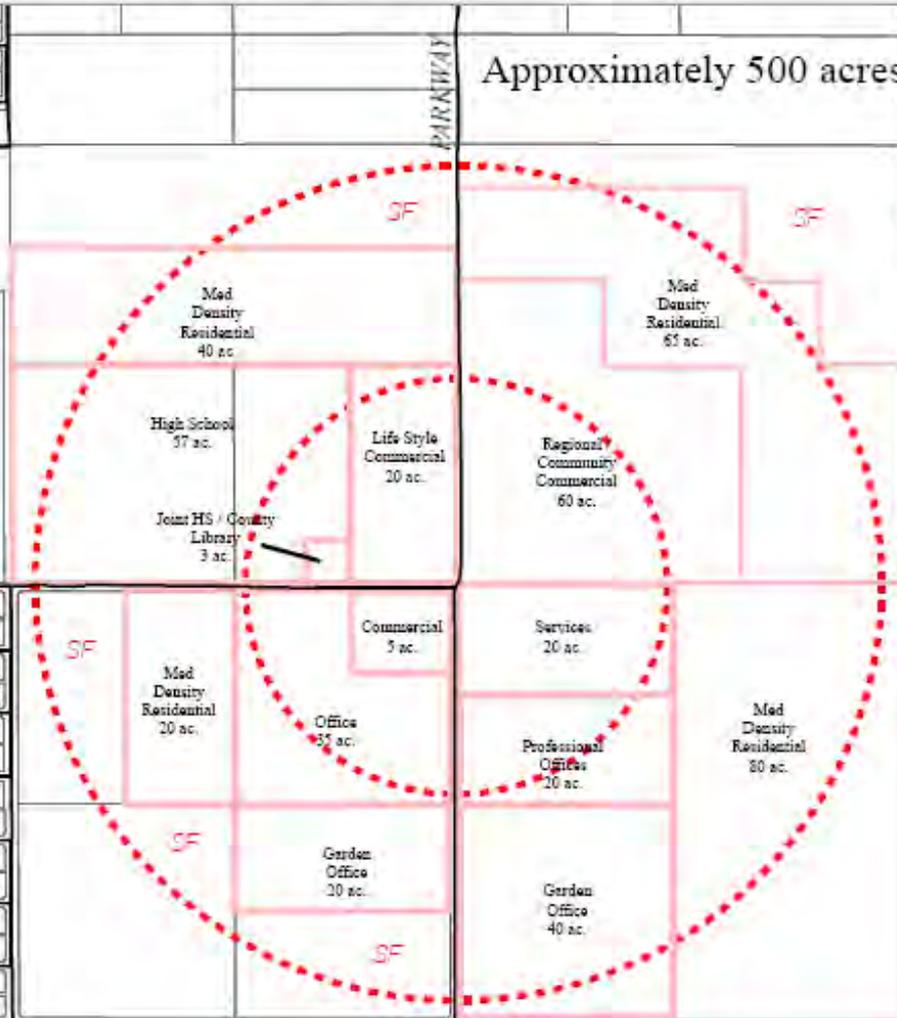
3-13: Mid Intensity Activity Center Characteristics
(Approximately 500 Acres Illustrated)

	Activity Center Development Zone Suggested Land Use Mix	Approximate Area of Activity Center	Suggested Land Use Mix	Primary Means of Mobility	General Activity Center Characteristics
Medium Intensity Core Zone	<ul style="list-style-type: none"> • 25% Basic Employment • 35% Service Employment • 40% Residential 	<ul style="list-style-type: none"> • 30-40% • 150-200 acres • 1,000-1,300' radius from center 	<ul style="list-style-type: none"> • Regional and Lifestyle Retail • Mid Density Professional Office • Entertainment • Office/Research Park • Mix of High and Mid Density Housing • High School, Vocational School and Small Governmental Campus 	<ul style="list-style-type: none"> • Transit Circulator • Neighborhood Electric Vehicles • Walking • "Car Share" Program • Bicycling • Private Automobile 	<ul style="list-style-type: none"> • Mid-rise Character • Vertical and Horizontal Mixed Use • Mix of Structured and Surface Parking
Transition Zone	<ul style="list-style-type: none"> • 15% Basic Employment • 25% Service Employment • 60% Residential 	<ul style="list-style-type: none"> • 60-70% • 300-350 acres • 2,400' radius from center core 	<ul style="list-style-type: none"> • Garden Office • Business Parks and Light Industrial in Campus Setting • Community and Convenience Retail • Mix of Mid and Low Density Residential 	<ul style="list-style-type: none"> • Transit Circulator • Neighborhood Electric Vehicles • Bicycling • Fixed Route Bus • Private Automobile 	<ul style="list-style-type: none"> • Garden Scale Character • Mostly Horizontal Mixed Use • Mostly Surface Parking

Source: Pinal County Comprehensive Plan, 2009

MID INTENSITY ACTIVITY CENTER POTENTIAL USES

Approximately 500 acres.

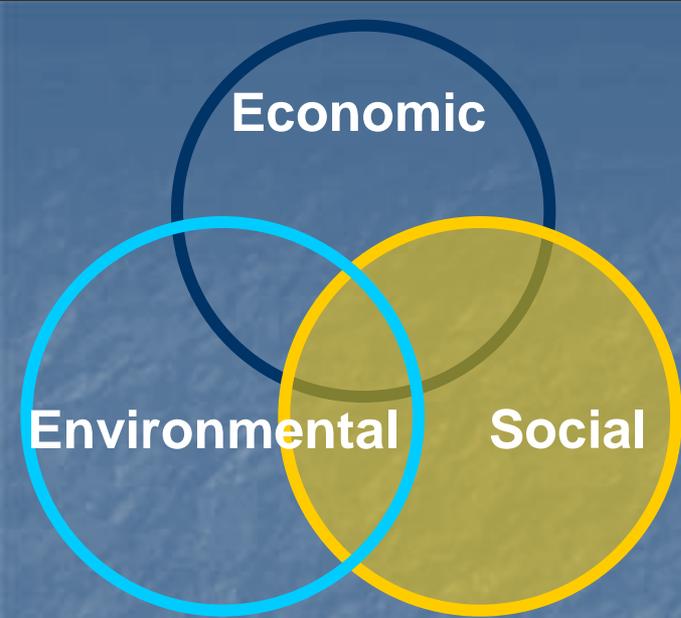


PARKWAY



Aviation Based Commerce Center

- Designation of commercial airport with surrounding employment land uses
- Strong economic development tool
- Initial analysis presents opportunity; more study needed to fine-tune location and runway configurations
- Tucson International model

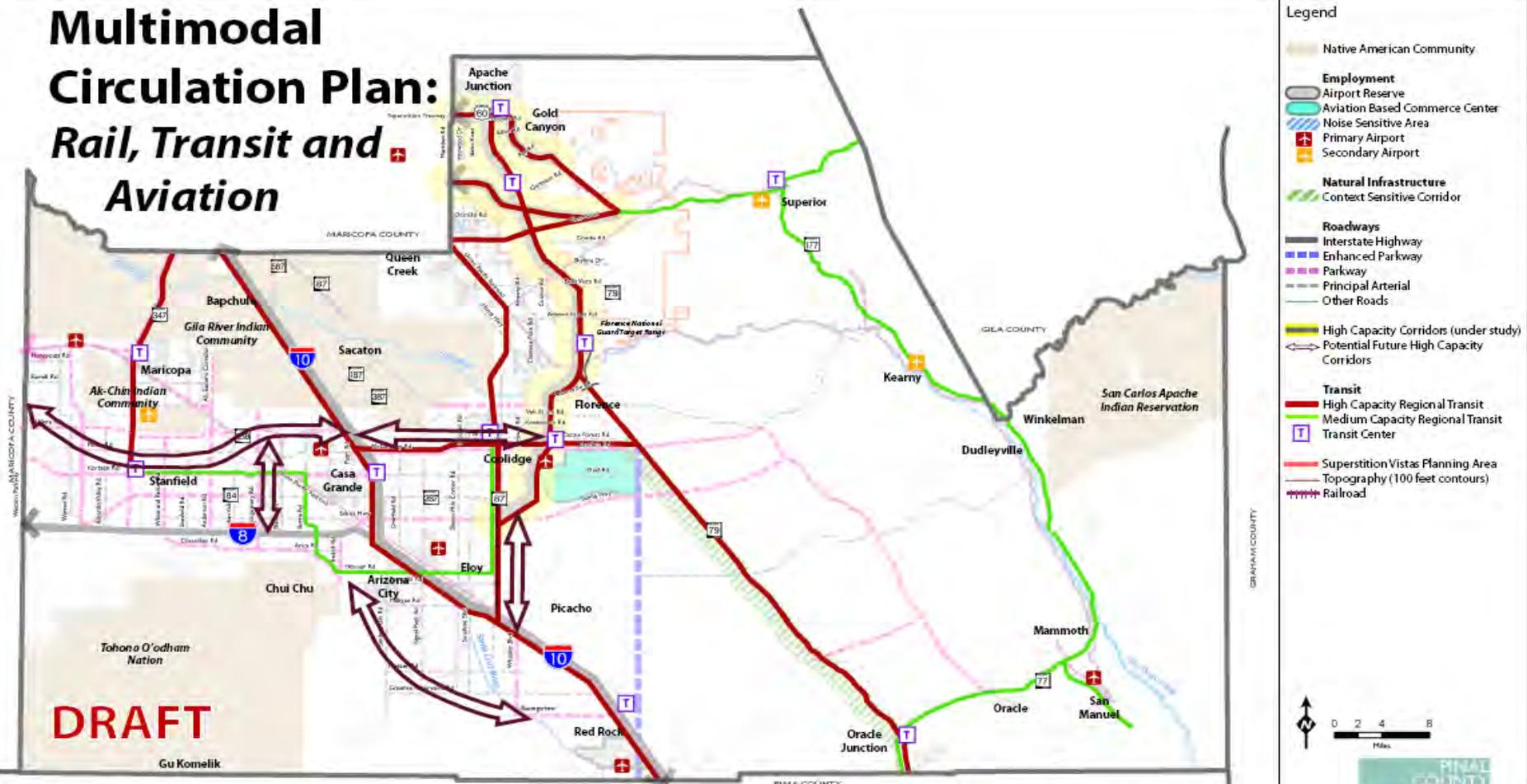


Participation by Cities and Towns

Folded in General Plans

Planning for Transit

Multimodal Circulation Plan: Rail, Transit and Aviation



Legend

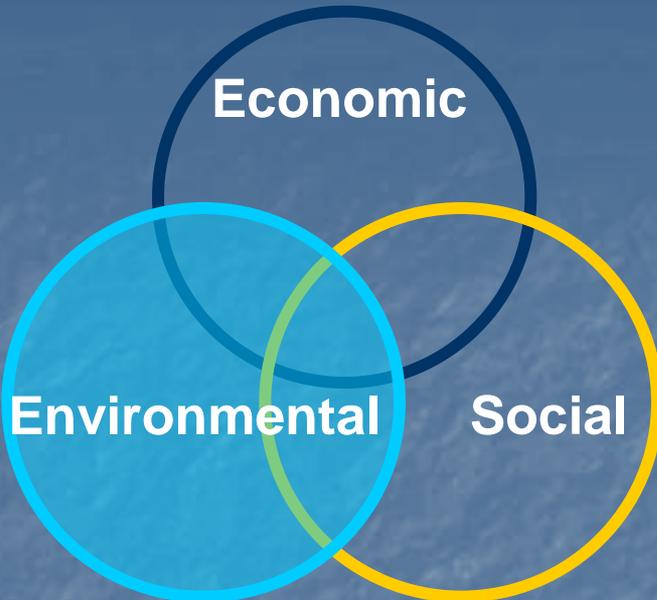
- Native American Community
- Employment**
 - Airport Reserve
 - Aviation Based Commerce Center
 - Noise Sensitive Area
 - Primary Airport
 - Secondary Airport
- Natural Infrastructure**
 - Context Sensitive Corridor
- Roadways**
 - Interstate Highway
 - Enhanced Parkway
 - Parkway
 - Principal Arterial
 - Other Roads
- High Capacity Corridors (under study)
- Potential Future High Capacity Corridors
- Transit**
 - High Capacity Regional Transit
 - Medium Capacity Regional Transit
 - Transit Center
- Superstition Vistas Planning Area
- Topography (100 feet contours)
- Railroad

Scale: 0 2 4 8 Miles

- Notes:**
1. The Pinal County Comprehensive Plan does not change zone classifications, adopted development agreements, or planned area development overlay districts that exist on private property as of the effective date of this Plan. If any changes are made to land uses or planned developments existing at the time this Comprehensive Plan is effective, such changes should conform to the Pinal County Comprehensive Plan.
 2. The land use designation boundaries are located along significant natural or man-made features, wherever possible. Boundary lines are to be considered approximate, and discretion may be used in determining them.
 3. While every effort has been made to ensure the accuracy of the information shown, Pinal County makes no warranty, expressed or implied, as to its accuracy and therefore, expressly disclaims liability for any errors.
 4. The General Plans for cities and towns within Pinal County should be used to determine land uses within incorporated boundaries. Generalized future land use plans (as of 2008, based on information provided by the municipalities) for incorporated cities and towns are illustrated for planning purposes.
 5. The Pinal County Open Space and Trails Master Plan (adopted 2007 and readopted as part of this effort) provides the base open space network.

6. Designations of private, State Trust, or Bureau of Land Management lands as open space or regional park has no regulatory impact. The designation represents Pinal County's desired future management of the lands if they were acquired or otherwise considered for management as open space or regional park. These lands may be developed subject to applicable planning and zoning regulations.
7. The land use and transportation networks depicted for Superstition Vistas are preliminary and conceptual in nature and will be refined through the Superstition Vistas visioning process. When this visioning process is complete, the vision will be considered in the form of an amendment to the Comprehensive Plan.
8. Future roadway corridors reflect general locations where facilities may be located. Actual alignments will be determined by future studies with the results of these studies reflected in Comprehensive Plan updates.
9. Roadway classifications shown may change due to the status of potential High Capacity Corridors.





Economic

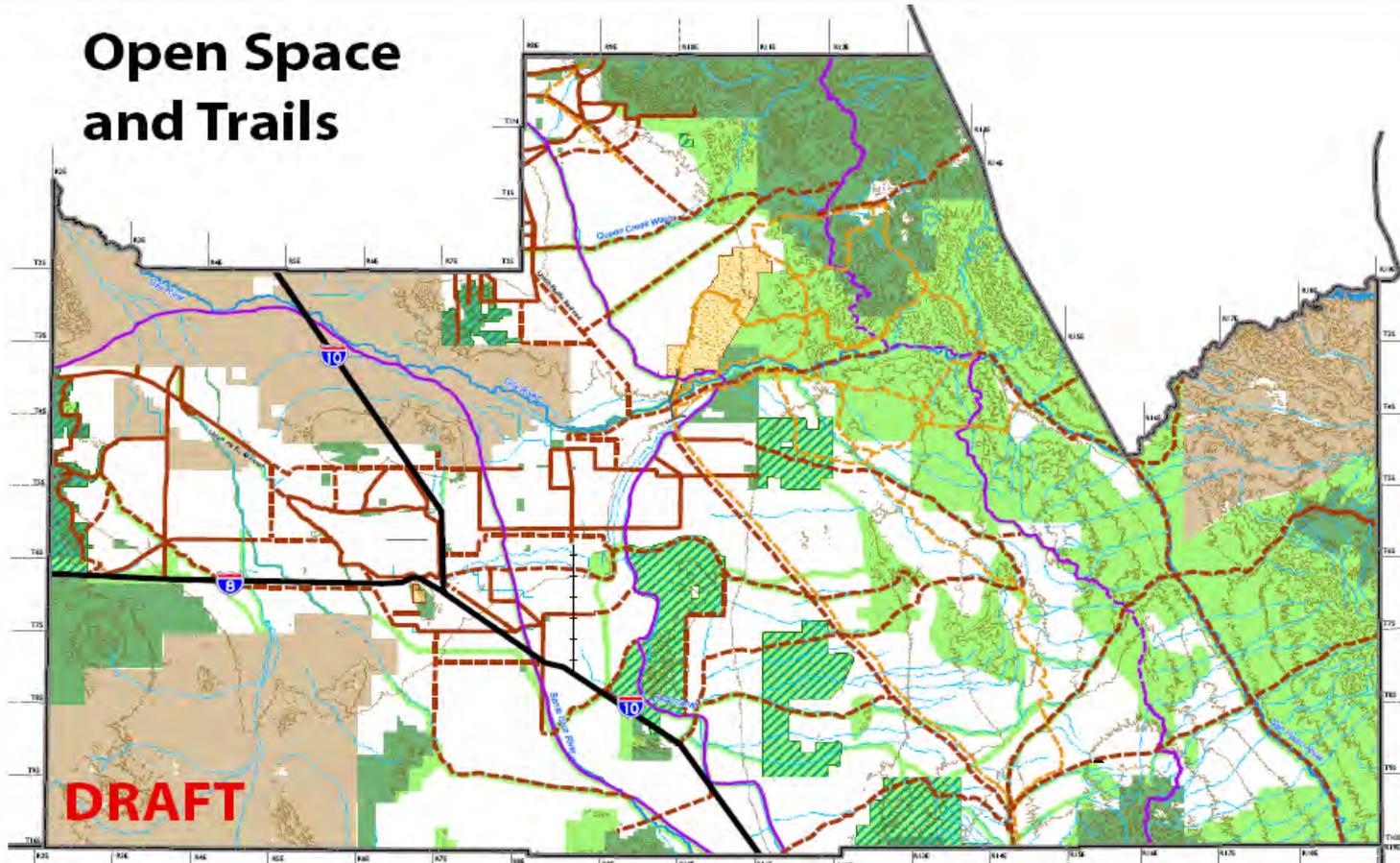
Environmental

Social

Open Space

Energy

Open Space and Trails



- ### Legend
- Tribal Community
 - Open Space and Trails Master Plan**
 - Existing/Planned Open Space
 - Proposed Open Space (or 1 du/ac)
 - Existing/Planned or Proposed Regional Park
 - Restricted Use Open Space
 - Trails**
 - Adopted County Trail Corridor
 - Adopted Proposed County Trail Corridor
 - Existing/Planned Multi-Use Trail Corridor
 - Planned/Existing OHV Trail
 - Proposed Multi-Use Trail Corridor
 - Proposed OHV Trail
 - Interstate Highway
 - Topography (100 feet contours)



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Energy

- Pinal County has a tremendous opportunity to be a leader in sustainability through prudent energy management
- Unlike many areas of the U.S. where the majority of the built environment is decades old
- Most of Pinal County's built environment has not yet been constructed
- Using energy efficient materials and planning techniques is much easier and cost effective for new construction than trying to retrofit older structures

Questions/Comments?



Thank you!

Contact Us:

Jerry Stabley, Project Manager
Jerrold.Stabley@pinalcountyz.gov

Land Ownership:

State Land: 35.5%, Private: 25.7%, Tribal: 20.3%, Forest Service and BLM: 17.5%, Other Public: 1.2%

Land Status 2004

